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Meets every first and third Friday of the month, at 7:30 p. m., in Odd Fellows' Hall, Fort Street. Visiting brothers cordially invited to attend.
J. A. LYLE, C. P.
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EXCELSIOR LODGE NO. 1, I. O. O. F.
Meets every Tuesday evening, at 7:30, in Odd Fellows' Hall, Fort Street. Visiting brothers cordially invited to attend.
K. C. HOPPER, N. G.
L. L. LA PIERRE, Sec'y.
MARMONT LODGE NO. 3, I. O. O. F.
Meets every Monday evening, at 7:30, in Odd Fellows' Hall, Fort Street. Visiting brothers cordially invited to attend.
HUGH E. MCCOY, N. G.
E. R. HENDRY, Sec'y.
PACIFIC BREWERY LODGE NO. 1, I. O. O. F.
Meets every second and fourth Thursday, at 7:30 p. m., in Odd Fellows' Hall, Fort Street. Visiting brothers cordially invited to attend.
MARION PAUL, N. G.
ALICE NICHOLSON, Sec'y.

OLIVE BRANCH BREWERY LODGE NO. 2, I. O. O. F.
Meets every first and third Thursday, at 7:30 p. m., in Odd Fellows' Hall, Fort Street. Visiting brothers cordially invited to attend.
MARGARET SIMON, N. G.
SALLIE L. WILLIAMS, Sec'y.
OCEANIC LODGE NO. 371, F. & A. M.
Meets on the last Monday of each month, at Masonic Temple, 55th St. Visiting brothers are cordially invited to attend.
J. A. PALMER, W. M.
W. E. GOETZ, Sec'y.
GRAND CHAPTER NO. 2, O. E. S.
Meets every third Monday of each month, at 7:30 p. m., in the Masonic Temple. Visiting sisters and brothers are cordially invited to attend.
NELLIE J. STEPHENS, W. M.
ADELAIDE M. WEBSTER, Secretary.

ELI ALONA CHAPTER NO. 3, O. E. S.
Meets at the Masonic Temple every second and fourth Monday, at 7:30 p. m. Visiting sisters and brothers are cordially invited to attend.
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SOUTHERN LODGE NO. 310, A. O. F.
Meets every second and fourth Tuesday of each month, at 7:30 p. m., in San Antonio Hall, Vineyard street. Visiting brothers cordially invited to attend.
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CAMONS LODGE NO. 240, C. O. F.
Meets every second and fourth Thursday of each month, at 7:30 p. m., in San Antonio Hall, Vineyard street. Visiting companions are cordially invited to attend.
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COURT LUMBER LODGE NO. 660, A. O. F.
Meets every first and third Wednesday evening of each month, at 7:30 p. m., in Pythian Hall, corner Fort and Beretania streets. Visiting brothers cordially invited.
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JAS. K. KAULIA, P. O. S.
HONOLULU LODGE NO. 140, F. O. E.
Meets every second and fourth Wednesday evening of each month, at 7:30 p. m., in Pythian Hall, corner Fort and Beretania streets. Visiting brothers are invited to attend.
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OAK LODGE NO. 1, E. O. F.
Meets every first and third Friday at 7:30 p. m., in Pythian Hall, corner Beretania and Fort streets. Visiting brothers cordially invited to attend.
WM. JONES, C. C.
O. HEINE, K. of R. & S.
WILLIAM MCINLEY LODGE NO. 3, E. O. F.
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HONOLULU LODGE NO. 54, A. A. O. M.
Meets on the first Sunday evening of each month, at 8 o'clock, at Odd Fellows' Hall. All excommunicated brethren are cordially invited to attend.
By order of the Worthy President, WM. E. YOUNG.
FRANK C. POOR, Sec'y.

THEODORE ROOSEVELT CAMP NO. 1, S. W. V.
Meets every Second and Fourth Saturday of each month, at 7:30 p. m., in Waverley Hall, corner Bethel and Hotel streets, at 7:30 p. m. By order of the Camp Commander.
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HAWAIIAN TRIBE NO. 1, I. O. B. M.
Meets every first and third Thursday of each month, at 8 o'clock, in P. Hall, corner Fort and Beretania streets. Visiting brothers cordially invited to attend.
E. V. TODD, C. of B.
A. L. EAKIN, Sachem.

HONOLULU LODGE 618, F. O. E.
will meet in their hall, King street, near Fort, every Friday evening. Visiting brothers are cordially invited to attend.
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(Continued from Page One.)

landings, although we are forced to recognize that this dependence of the public upon landings that are in the hands of private monopolies is the principal factor governing the rate of charges in certain localities. The condition of affairs arising out of this which at present exists is intolerable, and the earliest opportunity should be taken to remedy it.

The problem of adjusting charges or determining the value of service furnished the public at privately-owned landings is very much complicated by the relations existing between the water carrier and the landing operator.

Two landings of considerable importance require special observation:

The inexpensive landing at Mahukona is one of the principal assets of the Hawaiian Railway Company, although, we understand, the Territory still retains title to the land upon which it is located, without having exercised for many years past its right of ownership. All other railway companies in the Territory own their landing facilities and have spent large sums of money in improving them. It would seem that the conditions prevailing at Mahukona are not conducive to development and improvement. There are no adequate facilities at this place for handling and storing freight for the public, except that it passes over the railroad or through the warehouses of the railway company, for which a charge is levied against it. We recommend that this situation be remedied by the Territory giving the railway company title by deed or lease to the waterfront, retaining ample right of way, under the condition that it improve the landing to the satisfaction of the Territory and permanently furnish to the public adequate storage space, safe from sea and weather, without charge.

The whole of central Maui is practically dependent on the port of Kahului, the entire waterfront at which place is owned by the Kahului Railway Company and the Hawaiian Commercial and Sugar Company, for its connection with the rest of the world; the public landings on the south side of the island being too remote and not sufficiently developed to handle any considerable volume of freight. The public, therefore, is at present bound to accept the terms imposed by the Kahului Railway Company. The amount of freight handled at this port is second only to that of Honolulu, running close on to 200,000 tons a year. Probably more than 25 per cent of this annual volume will be handled over the new docking wharf now building, and at a considerable saving in expense to the railway company. We believe that the agreed rate for tonnage tax on freight passing over this wharf as shown on page 30 of the report is unprecedented in the Territory and entirely too high, and while we believe that encouragement should be given to private enterprise in building and improving harbors, landings and docking facilities, and recognize that the revenue from ships' tonnage at the prevailing rate of 2 cents per ton, net register, is not sufficient for the maintenance and an adequate return on capital invested in docking wharves outside of Honolulu, we also believe that the shipping public would be imposed upon in being forced to pay such tribute as that proposed in the agreement mentioned. Therefore, we recommend, if a new agreement can not be had reducing this tonnage tax at least 50 per cent on all items mentioned, that the legislature take such action as may be necessary for the acquisition of this wharf by the Territory and extend the wharf so as to furnish docking facilities for all vessels coming to the port.

At the time the legislature of 1909 adopted the resolution which provided for this commission, a considerable number of persons advocated, through the press, the public ownership of all wharves and landings in the Territory, outside of Honolulu. Some of the members of this commission undertook the investigation of the subject predisposed to such public ownership, but after a thorough examination we are convinced that the Territory is not in a position to undertake such ownership, and that any such attempt would be unfortunate, both from the standpoint of the shippers and the territorial officials. Privately-owned wharves and landings can be operated at a less expense than those publicly owned. If the amount of freight handled at such wharves and landings was constant so that an adequate force could be kept constantly engaged, it is possible that public ownership might be attempted with a fair prospect of success. Where the landing is privately owned, the work required in handling freight at widely-separated intervals can be performed by employees, who are otherwise engaged by the present owners during the time when the landing is not in use.

At most of the ports outside of Honolulu the vast bulk of freight coming over the private landings is for the owners of the landings themselves. If the Territory should construct independent landings at these places, or should acquire the private landings by condemnation or otherwise, it is certain that the former owner of such landing would insist on a freight rate approximately no more than cost of handling under its own management, and the experience has been throughout the Territory, and in most other places that without actual loss to the government, such a rate could not be given. We see in more than one instance government landings, built at considerable expense, entirely abandoned, and in one instance abandoned after a single day's use, for the reason that privately owned and operated landings adjacent were more convenient for the steamship companies.

We believe, however, that the intolerable condition existing at present, of the public being at the mercy of the landing owners, can be remedied very largely, by the act of the next legislature providing for the territorial regulation of all landings and wharves. It is the case practically in every landing and wharf in the Territory that the owner or operator is so situated that he is in possession of a practical monopoly. It has long since become an established principle of jurisprudence in the United States that where the private owner is so situated that he is in control of a monopoly affecting the transportation

or the storage of freight, such owner is charged with certain public duties and is liable to regulation. The principle once having been established, we know of no reason why it should not be applied to the wharves and landings of this Territory, and we strongly recommend such legislation. We recommend that by an act of the legislature there shall be created a commission having powers similar to those given to the interstate commerce commission. Such an organization should be given the right to examine into conditions existing, and for that purpose have certain judicial powers; such as compelling the attendance of witnesses and the production of books, papers and other documents. It should have the right to fix charges and to determine upon uniform regulations affecting all landings and wharves in the Territory. The act should specifically make the owners or operators of wharves and landings common carriers subject to the rights and responsibilities as such. Discrimination in rates between various shippers should be penalized as well as overcharges and any other abuses incident to monopolistic control.

As we view the matter at present it seems as if there are but two courses: Territorial ownership, which we can not recommend as being an adequate and practical solution in all cases, and supervision by an act of legislature, such as we have recommended above. Any other course would result in hardship and we should be brought sooner or later to the same problem which confronts us at present.

The resolution which provides for the present commission does not seem to warrant our discussion or recommendation of other measures affecting the transportation of freight, still we feel bound to call to attention the fact that either the ownership or regulation of all landings will not solve the great question of transportation which is now confronting the public of this Territory. If either public ownership or regulation of wharves and landings alone is adopted, the heavy rates now borne by shippers and which are supposed to be excessive landing charges will undoubtedly be passed on to other private owners, who will not be subject to either public ownership or control. We can not help but be impressed by the fact that the real question of transportation, which seems to be a question of landings, is a question of the handling of freight from the initial point of departure to its receipt by the consignee. This question can only be handled by the regulation under such a commission as we have referred to above covering the entire transportation of all single stage of the system, with the remainder uncontrolled, will be at best only a temporary remedy.

Respectfully submitted,
DELBERT E. METZGER,
HUGH HOWELL,
J. H. MORAGNE,
June 30, 1910.

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